



Appl. No. 10/530,709  
Amdt. dated September 11, 2006  
Reply to the Office action of June 30, 2006

### **AMENDMENTS TO THE CLAIMS**

This listing of claims will replace all prior versions and listings of claims in the application.

#### **Listing of Claims:**

Claims 1-12. **(Canceled)**

13. **(Currently amended)** A fuel injector (18) for injecting fuel into a combustion chamber of an internal combustion engine, having a pressure booster (3) with a booster piston (4) which separates a working chamber (5) from a differential pressure chamber (6) that can be pressure-relieved, the working chamber (5) being continuously acted on with fuel by means of a pressure source (1,2) a servo-valve (22), wherein a pressure change in the differential pressure chamber (6) occurs via actuation of the servo-valve (22), the servo-valve (22) having a control chamber (36) which can be pressure-relieved by means of a valve (32), operation of valve (32) thus opening or closing a hydraulic connection (21, 38) of the differential pressure chamber (6) to a first return (30) on the low-pressure side, the improvement comprising a first sealing seat (24) sealing a return (30) on the low-pressure side off from a high-pressure region of the servo-valve (22) including the control chamber (36), a first hydraulic chamber (37), and a second hydraulic chamber (38) , **wherein the servo-valve (22) is actuated by means of the valve (32) that connects the control chamber (36) to a second return (31).**

**14. (Canceled)**

**15. (Previously presented)** The fuel injector according to claim 13, wherein the control chamber (36) of the servo-valve (22) and the first hydraulic chamber (37) are connected to a pressure source (1) via the working chamber (5) of the pressure booster (3).

**16. (Previously presented)** The fuel injector according to claim 13, wherein the second hydraulic chamber (38) communicates with the differential pressure chamber (6) via a discharge line (21) that can connect them to a first return (30) on the low-pressure side.

**17. (Previously presented)** The fuel injector according to claim 16, wherein the servo-valve (22) includes a piston (23) which includes the first sealing seat (24) that opens or closes the first return (30) and a second sealing seat (25) that opens or closes the first hydraulic chamber (37).

**18. (Previously presented)** The fuel injector according to claim 17, wherein the first sealing seat (24) is embodied in the form of a flat seat or a conical seat (40).

**19. (Previously presented)** The fuel injector according to claim 17, wherein the first sealing seat (24) is embodied in the form of a conical seat or slider seal.

20. **(Previously presented)** The fuel injector according to claim 17, wherein the second sealing seat (25) is embodied in the form of a conical seat (29, 33).

21. **(Previously presented)** The fuel injector according to claim 17, wherein the second sealing seat (25) is embodied in the form of a slider seal (43, 44, 45).

22. **(Previously presented)** The fuel injector according to claim 16, wherein the servo-valve piston (23) comprises a section encompassed by the second hydraulic chamber (38), which section has an annular surface (34) that is acted on by a residual pressure that moves the servo-valve piston (23) toward a second sealing seat (25) when the first sealing seat (24) is open.

23. **(Previously presented)** The fuel injector according to claim 18, wherein the servo-valve piston (23), along with a first sealing seat (24) embodied with a flat seat design, is accommodated in a valve body (26; 27, 28) with a two-part design that compensates for an axial offset.

24. **(Previously presented)** The fuel injector according to claim 17, wherein the servo-valve piston (23, 46) is embodied in a one-piece form.